

FEB 1952 46-4044

~~CLASSIFICATION~~ SECRET/CONTROL - U.S. OFFICIALS ONLY  
SECURITY INFORMATION

50X1-HUM

## REPORT

CD NO.

COUNTRY Austria/Rumania/USSR

DATE DISTR. 21 May 1952

**SUBJECT** Gasoline Shipments to Ismail

NO. OF PAGES 2

DATE OF INFO.

NO. OF ENCLS.  
(LISTED BELOW)

PLACE  
ACQUIRED

SUPPLEMENT TO  
REPORT NO. 50X1-HUM

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

~~THIS IS UNEVALUATED INFORMATION~~

50X1-HUM

1. As far as could be ascertained, gasoline is shipped to Israil from Vienna only and not directly from Hungary; Hungarian petroleum is sent first to the cracking plant near Vienna.
2. Shipment is carried out principally by the Soviet DDSG ships and very seldom by Hungarian vessels. Most of the Hungarian MESZHEART oil tankers are unloaded at Hungarian Danube ports and do not proceed as far as the USSR.
3. The DDSG has the following ships in regular use:

VLADIVOSTOK 2 stacks, 1200 hp, steam powered. Towing capacity:  
6 or 7 barges (4000 tons).

KRONSTADT                      Sister ship of the VLADIVOSTOK.

ISMAIL 1000 hp motor boat. Towing capacity: 1600 tons.

SARATOV                      Sister ship of the ISMAIL.

SAKOV Motor tug, 700 hp. Towing capacity: 500 tons.

LENINGRAD Motor tug. Towing capacity: 700 railroad cars.

4. The following MESZHART ships are used for oil transports:

HALADAS 2 stacks, steam powered. Towing capacity: 800 railroad cars.

BEKE 1 stack, steam powered. Towing capacity 500 railroad cars.

IPS (sic) / Sister ship of the BEKE.

CLASSIFICATION ~~SECRET~~/CONTROL - U.S. OFFICIALS ONLY

[illegible]

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

-2-

~~CONFIDENTIAL~~

5. On their return journey, these tugs tow barges loaded with crude oil or iron ore. In practice, the tugs hand over their gasoline barges in Braila harbor and take over other barges already filled with crude oil from the Rumanian oilfields. This crude oil is then taken to Vienna for cracking. The iron ore is transported to Bratislava.
6. The average time for a round trip Vienna - Ismail-Vienna is 35 to 40 days. Thus, each tug can do 8 or 9 trips annually. There are 28 gasoline storage tanks at Ismail of an undetermined capacity.

7. [redacted] there is a part of Ismail harbor which is sealed off and guarded by Soviet military sentries. In this section of the harbor a very large number of Hungarian, Czechoslovak, Rumanian, Bulgarian and Yugoslav ships were observed. They were all in running order and appeared to be a reserve held for unknown purposes. 50X1-HUM

8. [redacted] the following ships were sent from Vienna to this special enclosure at Ismail; 50X1-HUM

KAUKASUS	Express tug	
KURS (KURSK?)	750 hp motor tug	
SCALSON (sic)	Tanker - motor tug 950 hp, has a loading capacity of 750 tons and a towing capacity of 1200 tons.	
PISZTRIVICS	Passenger ships, formerly employed on the Vienna - Lobau run. Capacity: 80 passengers.	50X1-HUM
LAJTA	Single stack steam tug, 55 hp.	
Tanker barges	[redacted]	
Two pontoon cranes - 540 kilogram lifting capacity.		
Three boiler cranes.		
One dredger.		

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY~~CONFIDENTIAL~~